

CHINA

THE

MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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HONGKONG, WEDNESDAY, JULY 24, 1878.

日五廿六六年寅戌

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street; GEORGE STREET, 30, Cornhill; GORDON & GOTCH, Ludgate Circus, E. C.; BATES, HENDY & CO., 4, Old Jewry; E. C.; SAMUEL DRAGON & CO., 160 & 164, Leadenhall Street.

PARIS.—LEON DE ROSY, 19, Rue Monsieur, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYLOR & CO., Square, Singapore. C. HEINZEN & CO., Manila.

CHINA.—M. M. MEAUX, A. DE MELLO & CO., Swatow; CAMPBELL & CO., Amoy; WILSON, NICHOLLS & CO., Foochow; HEDGES & CO., Shanghai; LANE, CRAWFORD & CO., and KELLY & WALTER, Yokohama; LANE, CRAWFORD & CO., &c.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,000,000 Dollars.

Court of Directors.

Chairman—F. D. SASSON, Esq. Deputy Chairman—W. H. FORBES, Esq. E. R. BEELIOS, Esq. ADAM LIND, Esq. H. L. DALMUYL, WILHELM REINERS, Esq. H. HOFFMUS, Esq. W. S. YOUNG, Esq. Hon. W. KESWICK.

CHIEF MANAGER, HONGKONG, THOMAS JACKSON, Esq. MANAGER, Shanghai, EWEN CAMERON, Esq. LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

For Fixed Deposits.—For 3 months, 3 per cent. per annum. For 6 months, 4 per cent. For 12 months, 5 per cent.

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, February 27, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000. RESERVE FUND, £150,000.

Bankers.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

Notices of Firms.

NOTICE.

MR. CHARLES J. HIRST has been authorized to sign our Firm for Procurator.

HESSE & CO.

Hongkong, July 23, 1878.

NOTICE.

THE Interest and Responsibility of Mr. EDWARD CUNNINGHAM in our Firm in Hongkong and China, ceased on the 31st December last.

RUSSELL & CO.

China, March 6, 1878.

NOTICE.

THE Interest and Responsibility of Mr. ARTHUR CHART in our Firm ceased on the 31st December last.

J. INGLIS & CO.

Hongkong, June 13, 1878.

For Sale.

FOR SALE.

EX-LATE ARRIVALS.

CHUBB'S CASH and DEED BOXES.

RODGERS & SONS' Celebrated CUTLERY.

MAPPIN BROS.' GENTS' DRESSING CASES.

WATERLOW & DE LA RUE'S STATIONERY.

BILLIARD-CLOTHS, and BILLIARD CHALK.

BILLIARD CUE CEMENT and TIPS.

TABLE GLASSWARE & CROCKERY.

BRUSH-WARE of all Kinds.

ALBUMS.

NOVELS, SCHOOL BOOKS, PRESENTATION BOOKS, &c.

FINE KENT HOPS.

MALT.

CARBOLIC ACID.

CAUSTIC SODA.

CHLORIDE OF LIME.

CROSSE & BLACKWELL'S CELEBRATED HOUSEHOLD STORES.

California SODA CRACKERS.

Family PIG PORK in kegs.

Family MEAT BEEF in kegs.

Compressed CORNED BEEF.

Compressed OX TONGUES.

Compressed HAM.

BARCELONA and PEANUTS.

&c., &c., &c.

TEYSSONNEAU'S FRUITS, in BRANDY, NOYEAU, and JUICE.

French JAMS and JELLIES.

"O. K." BOURBON WHISKEY

(Bottled by L. A. & Co.).

BASS'S ALE, in pints and qts., bottled by Cameron and Saunders.

GUINNESS'S STOUT, in pints and qts., bottled by E. & J. Burke.

BARCLAY & PERKINS' PORTER, in Kildarekins and Heds.

CLARET, in Cask.

&c., &c., &c.

LAMMERT, ATKINSON & CO.

Hongkong, July 19, 1878.

CHINA SUGAR REFINING COMPANY, LIMITED.

THIS REFINERY MANUFACTURES

LEAF SUGAR, (in 5, 10, and 15 lbs. Leaves.)

CUT LOAF SUGAR.

CUBE SUGAR (Lyle's Patent).

CRYSTALLIZED SUGAR, mark C. S. R. (in diamond) 4 III*.

Fine WHITE SUGAR, mark C. S. R.

(in diamond) 4 III*.

Medium WHITE SUGAR, mark C. S. R.

(in diamond) 4 II*.

Fine YELLOW SUGAR, mark C. S. R.

(in diamond) 4 I.

COFFEE SUGAR, mark C. S. R.

(in diamond) 4 I.

GOLDEN SYRUP, SYRUP, and

MOLASSES.

SPRITS OF WINE and LAMP SPIRIT.

RUM, 45°, 30°, O. P., and Naval.

ANIMAL CHARCOAL and DUST.

AMMONIACAL LIQUOR, from Bone.

BONE TAR (a preventive of white ants.)

ROUGH BONE TALLOW.

Packed in Quantities and Packages to suit Customers.

Particulars and Prices on application to

THE MANAGER,

CHINA SUGAR REFINING CO., LIMITED,

East Point,

Hongkong.

March 5, 1878.

865

FOR SALE.

TWO AMERICAN and ONE ENGLISH

Second-hand BILLIARD CUES, LAMPS, &c., Complete.

Apply to

D. NOWROOZEE,

Hongkong Hotel.

Hongkong, July 11, 1878.

11

FOR SALE.

COKE and TAR in Quantities to suit Purchasers, at CHEAP RATES.

Apply to

GAS COMPANY,

West Point.

Hongkong, June 19, 1878.

619

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT, Parts I and II, A to M, with Introduction. Royal 8vo, pp. 404.—By ERNEST JOHN ELTON, Ph.D. Tübigen.

Price: FIVE DOLLARS, or TWO DOLLARS

AND A HALF per Part.

To be had from MESSRS LANE, CRAWFORD & CO., Hongkong and Shanghai; and MESSRS KELLY & WATSON, Shanghai.

Hongkong, March 1, 1878.

613

For Sale.

FOR SALE.

LADIES' and GENTLEMEN'S RIDING WHIPS.

CARBOLIC ACID, the best disinfectant.

PORCELAIN ICE PITCHERS.

KELLER'S DUNDEE JAMALADE.

FOSTER'S Bottled ALE and STOUT.

VEYON'S CAFFETERIES.

CURICHE and ABET'S CLARETS.

BASS'S ALE and GUINNESS'S STOUT, bottled by Foster.

French OATMEAL.

Foster's Bottled ALE and STOUT.

VEGETABLE, FLOWER and LAWN-GRASS SEED.

TEA TASTER'S CUPS, POTS, SCALES and TIME GLASSES.

Foster's Bottled ALE and STOUT.

French SUMMER SHOES.

CHRISTY'S HATS.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.

THE S. S. *City of Baltimore* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods and Opium are being landed by Messrs. Norton & Co. into Messrs. TURNER & Co.'s Frays, Godowna, whence and/or from the Wharves or Boats delivery may be obtained.

Cargo remaining undelivered after the 20th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

BIRLEY & Co.

Hongkong, July 23, 1878.

BY ORDER OF THE BOARD OF DIRECTORS,

HONGKONG, July 24, 1878.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. PEIHO.

NOTICE.

CONSIGNEES of Cargo per Steamship *OCEANIC*, from San Francisco, &c., are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods.

Cargo impeding discharge of the Steamer will be landed and stored at Consignee's risk and expense.

G. B. EMORY,

Agent.

Hongkong, July 20, 1878.

BY ORDER OF THE BOARD OF DIRECTORS,

HONGKONG, July 24, 1878.

NOTICE TO CONSIGNEES.

THE Consignees of the undenoted Cargo are hereby informed that unless the same be taken delivery of within one month from this date it will be sold to defray expenses.

A R 1/2, 2 Cases MUSKET, Ex "Oxfordshire" from London, 3rd March, 1878.

JARDINE, MATHESON & CO.

Hongkong, June 20, 1878.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. PEIHO.

NOTICE.

CONSIGNEES of Cargo per S. S. *Carina*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godown, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before to-day, the 22nd instant, at 10 a.m., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after Saturday, the 27th instant, at noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DU POUEY,

Agent.

Hongkong, July 23, 1878.

BY ORDER OF THE BOARD OF DIRECTORS,

HONGKONG, July 24, 1878.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. DU POUEY,

Agent.

Ex "Amazon."

TH 1644, Mr L. Thevenin, } from 1 case ink, } Marseilles.

Hongkong, July 13, 1878.

COMPAGNIE DES MESSAGERIES MARITIMES.

HONGKONG, July 13, 1878.

NOTICE TO CONSIGNEES.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ANNIE LOEWY, British barque, Captain B. Gales.—Vogel, Hagedorn & Co.

KATE TATHAM, British barque, Captain Petethly.—Birley & Co.

OCEAN RACER, British 3-m. schooner, Captain Simpson.—Order.

JEANIE PIERRE, French bark, Captain Legasse.—Vogel, Hagedorn & Co.

ARISTE, British barque, Captain Alex. Findlay.—Captain.

MARY BLAIR, British barque, Captain James Riddle.—O. & O. S. S. Co.

LOTIE MOORE, American barque, Capt. C. S. HUDSON.—Arthrob, Karberg & Co.

FORZENAY, British ship, Capt. G. B. Taylor.—Vogel, Hagedorn & Co.

KJERSENAHN, Danish steamer, Capt. L. C. Grove.—Siemsen & Co.

TO-DAY'S ADVERTISEMENTS.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 8% or \$2.28 per SHARE, declared at the Ordinary Half-yearly Meeting of Shareholders held this day, will be payable at the HONGKONG & SHANGHAI BANKING CORPORATION on and after FRIDAY next, the 26th instant.

Shareholders are requested to apply at the Office of the Company for Warrants.

By Order of the Board of Directors,

P. A. DA COSTA,

Secretary.

Hongkong, July 24, 1878.

CARD TO THE PUBLIC.

I HAVE the honour to announce that MR. FAIRCOUGH, the Great Tragedian—whose success in London, Australia, New Zealand, South Africa, and India, have been unrivaled—will SHORTLY VISIT HONGKONG en route for San Francisco.

DUNCAN MAGALLUM,

1878.

TO-DAY'S ADVERTISEMENTS.

FOR MANILA VIA AMOY.

The Spanish Steamer "SALVADORA,"

LARRINAGA, Master, will be

despatched as above TO-

MORROW, the 25th instant, at Noon.

For Freight or Passage, apply to

REMEDIOS & CO.

Hongkong, July 24, 1878.

BY ORDER OF THE BOARD OF DIRECTORS,

HONGKONG, July 24, 1878.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo per Steamship

"ESMERALDA,"

WILHELM ULLEN, Master, shortly

due, will have immediate

despatch for the above Port.

For Freight or Passage, apply to

RUSSELL & CO.

Hongkong, July 24, 1878.

NOTICE.

ALL CLAIMS

against the British Bark

"RAILLEADER,"

must be sent to

the Undersigned for Collection not later

than FRIDAY, the 26th instant.

RUSSELL & CO.

Hongkong, July 24, 1878.

BY ORDER OF THE BOARD OF DIRECTORS,

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JARDINE, MATHESON & CO.

Hongkong, June 20, 1878.

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MARY BLAIR, British barque, Captain James Riddle.—O. & O. S. S. Co.

LOTIE MOORE, American barque, Capt. C. S. HUDSON.—Arthrob, Karberg & Co.

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Shareholders are requested to apply at the Office of the Company for Warrants.

By Order of the Board of Directors,

CORRESPONDENCE.

"THE BALTIMORES."
To the Editor of the "CHINA MAIL."
Hongkong, 24th July, 1878.

SIR,—I was, I may say, a witness to the arrest of a man which took place on Monday night at 10 o'clock at Messrs. Koss and Co.'s shop-door, in the Queen's Road. Having noticed in your paper of last evening the case of *High Hogan*, who complained of having been struck by the Policeman, I feel bound to give what evidence lies in my power, believing his to be the arrest which I so unwillingly witnessed. Perhaps by attracting attention to this I may draw remarks from some of the gentlemen who were eye-witnesses, and help to prevent needless violence on the part of our Police-men in effecting similar arrests. (Applause.)

Mr. MOY said he had one more question to ask—“Could such steamer be replaced at the price at which they stood in their books?”

The CHAIRMAN said that if any one would make a calculation they would find that they could not be replaced for that sum. He believed that was the opinion of his brother Directors present.

Mr. SMITH seconded the motion for the adoption of the report and accounts, which was carried unanimously.

Mr. BELLIOS proposed the confirmation of the election, by the Directors, of Mr. A. Lind to the Board.

Mr. MORGAN seconded the motion, which was carried unanimously.

Mr. REINERS proposed the re-election of the retiring auditors, Messrs. H. Smith and L. Hauschild.

The motion was seconded, and carried unanimously, and the CHAIRMAN having announced that the dividend warrants would be payable on Friday next, the shareholders separated.

THE HONGKONG-HOTEL COMPANY, LIMITED.

An ordinary meeting of the shareholders in the above Company was held at the Hotel, this afternoon. There were present, Messrs. Bellios (Chairman), Grobien, Landstein, Hoppius, Deacon, Cope, Jorey, Vaucher, Cohen, Robinson, and Hauschild (Secretary).

The SECRETARY having read the notice convening the meeting,

The Chairman said: Gentlemen—Our report and accounts for the past six months are now before you. I have no doubt but that you will permit me to take them as read. Anticipating the expiration of our current lease, we advertised for tenders for a new agreement to cover a period of years. Among others, we elicited an offer equivalent to about 210 dollars advance on the present rental, but as it was not supported by a guarantee from parties known to us, we were obliged to decline it. Ultimately, it was thought advisable to resort to our old friends Messrs. Nowrojee and H. Kee, with whom you will observe we have entered into a lease for five years, the last two years of the term being at the rate of two thousand dollars per annum, but I may mention here the money value of this arrangement is nearly tantamount to that of the old one, because we have to make an abatement of one and half month's rent for loss of business that might be incurred by our tenants during the time the premises will be under repair; however there is one advantage which must not be lost sight of, and that is, that we have succeeded in establishing an increase on the old rent, which, in all probability, may be improved upon in future. The sum of 12,000 dollars we propose to disburse is composed approximately of the following items—Furniture \$6,000; Repairs \$3,600; alterations and improvements \$2,400. The amount to be spent on furniture is the first expenditure, of any importance, under this head, experienced by the Company since its formation; the articles constituting the same will become part and parcel of this institution. The money invested therein will not therefore be entirely lost to the shareholders. The sum set aside for repairs confirm what I stated to you at our last meeting that this edifice will not require anything material to be done to it to put it in an efficient condition. The cost of erecting bowing alleys is included in the charge for alterations and improvements. You will agree with me that this new feature in the establishment will be a great acquisition to the Hotel; it will add permanently to its earning power, and it will eventually prove to be the means of enabling your Directors to obtain a much larger rental for this magnificent building in years to come. If I have omitted, gentlemen, to enlighten you further on any other subject, I am prepared to answer questions referring to it.

Mr. DEACON enquired if any contracts had been concluded in regard to the proposed bowing alleys.

The CHAIRMAN said they had contracted for the alterations, which included the alterations required for the bowing alleys. The cost of the bowing alleys was included in the \$2,400 for the alterations and improvements.

Mr. DEACON: I fancy not.

The CHAIRMAN said it was so; the \$2,400 included the cost of introducing a bowing alleys into the establishment. The cost of the two alleys themselves was, he believed, about \$600.

Mr. COHEN asked if it was not possible, during this new lease, to prevent the interests of the Company from suffering so much as they had done under the old one. Owing to the internal bad management of the Hotel, the establishment had become a by-word in all parts of the world.

The CHAIRMAN said he could assure Mr. COHEN that the Directors had urged the lessees throughout to keep up the reputation of the Hotel, and if they had failed to do so, they (the lessees) had to suffer.

Mr. COHEN said the Hotel was desired by all visitors to Hongkong as being filthy and in every way badly managed.

Mr. DEACON said Mr. Nowrojee had assured him to-day that when the house was finished he would invite people to come and see the improvements in the arrangements and management.

Mr. LANDSTEIN said Mr. Nowrojee's intentions were very good, if he would follow them out.

Messrs. Bellios and Landstein were then re-elected Directors; the election by the Directors, of Mr. Hoppius to the Board was confirmed, and Messrs. Vaucher and Cohen were re-elected Auditors.

A vote of thanks to the Directors brought the proceedings to a close.

CORRESPONDENCE.

"THE BALTIMORES."
To the Editor of the "CHINA MAIL."
Hongkong, 24th July, 1878.

SIR,—I was, I may say, a witness to the arrest of a man which took place on Monday night at 10 o'clock at Messrs. Koss and Co.'s shop-door, in the Queen's Road. Having noticed in your paper of last evening the case of *High Hogan*, who complained of having been struck by the Policeman, I feel bound to give what evidence lies in my power, believing his to be the arrest which I so unwillingly witnessed. Perhaps by attracting attention to this I may draw remarks from some of the gentlemen who were eye-witnesses, and help to prevent needless violence on the part of our Police-men in effecting similar arrests.

From where I stood I could not see what was going on, but I could hear what appeared to be a liberal use of the baton and the cries of the man for mercy.

Surely in this Colony, where the flogging of criminals is viewed with abhorrence, some lenity might be shown to our unfortunate countrymen—the victims of over-indulgence in the “refreshments” so liberally supplied to them by our public-housekeepers.

Yours &c.,
POOR JACK.

P.S.—In the report on the same case published by your morning contemporary it would appear that Hogan bit the constable at an earlier hour in the night. This might account for the subsequent beating!

Police Intelligence.
(Before C. V. Creagh, Esq.)

July 24, 1878.

ROADING STEAMERS.

Lam King Tsoo and another, boarding house runners; and few A Chang, boatmen; were charged by Mr. W. Law, 2nd Officer of the S. S. *Benedict*, with boarding the Steamer at Green Island before the Health Officer, whilst the vessel was at anchor at Green Island. The defendants admitted the charge, and the two first were fined \$1 each and the third 50 cents.

ASSAULT.

Thomas Dobson, private H. M.'s 74th Regt., was summoned for assaulting one Fong Ahim, a master shoemaker, residing at No. 22, Queen's Road East.

Complainant stated that he had known the defendant for some months. About a month back the defendant gave him a pair of boots to repair, and on opening the sole of the complainant found there was a hole in the under leather. This was shown to defendant on the 22nd instant, and he accused complainant of damaging his boot. This complainant denied, when the defendant took hold of his queue and gave him a slap in the face with the shoe, cutting his lip.

In reply to Dobson, complainant denied having struck him first.

An apprentice to the last witness gave corroborative evidence.

Defendant stated that he had given the complainant a pair of shoes to repair. He promised to do the work for 50 cents and brought them back unfinished with a part of the sole removed. Defendant hit him a blow, whereupon he struck him (defendant) with a fan. This statement was corroborated by two other soldiers, and the case was therefore dismissed.

SUPREME COURT.

IN SUMMARY JURISDICTION.
(Before His Lordship the Acting Chief Justice, the Hon. F. SNOWDEN.)

July 24, 1878.

Nicholls v. Pustau, \$1,000.—This was a claim for loss said to have been sustained by the plaintiff, the master of the British barque *Moss Glen*, by the refusal of the defendant, one of the partners in the firm of W. Pustau & Co., to carry out a charter entered into with the plaintiff.

The Attorney General (the Hon. G. Philippo), instructed by Messrs. Sharp, Toller and Johnson, appeared for the plaintiff; and Mr. Hayllar, instructed by Mr. Breton, for the defendant.

Mr. W. Pustau, the head partner of Messrs. W. Pustau & Co., was first called by Mr. Hayllar. He said that the *Moss Glen* had been consigned to his firm before, but he did not know the ship himself, as it was not during the time he was here.

Examination continued.—It was understood that she should carry 800 tons of dead weight, mostly sugar. It was mentioned that the balance of the cargo would probably be made up of cassia, some horns and canes; but her “load line was to be 17 ft. 6 in., and it was all to be by weight. It is generally a matter of arrangement between the parties whether the cargo should be dead weight or light freight. It would be an advantage to the ship to have some light freight, as then the dead weight freight could be loaded higher up and increase her buoyancy. If I am not mistaken Captain Nicholls said he could carry 800 tons of dead weight, but he preferred not to load more than 800 tons.

I think it was on the first day that I told Captain Nicholls that I wished to have a proper survey of the vessel. It might be necessary to show that we had used all reasonable care in the selection of a vessel.

It is imperative to have a survey of the vessel. As a matter of business we required a good survey. Captain Nicholls asked me if I was going to load the *Moss Glen* as deep as the British barque *Guam*, which we had sent on the same voyage. I replied, Yes, and that I had got a survey report from her. Captain Nicholls then said he should get a survey report. I told him conclusively that I did not want to have a dispute with him, so the bargain would not be concluded until I got a satisfactory survey report. He told me on the second day that he intended putting another captain into the vessel. I did not initial the memo. of chart-r because I required the certificate for insurance first. No merchant could charter a vessel without being sure of the insurance first. Mr. Bernhard had authority to sign for us as our agent. The form of charter party is the same as used in almost every house here. The survey report tent in could not be accepted as it was dated the 15th March, and the rule is that the must be proved a first class risk. If we charter a vessel here to load at Foochow or Amoy a survey report here is not considered sufficient, but she must be surveyed on the spot at the time she takes in her cargo. To facilitate matters I sent Mr. Spitz to Capt. Burnie to ask him to make a survey. In consequence of what Capt. Burnie told us we declined accepting the charter. I have made every effort to obtain

insurance on the terms of her being loaded 830 tons dead weight; but could not obtain an offer from any of the leading offices. The cargo would have been mostly sugar. The Captain might have had a very good idea of what the cargo would be by what he saw of the *Guam*; the *Guam* was loaded down to her full loading line.

By the Attorney General.—I cannot recollect the conversation which took place on the first occasion. I can recollect facts, but not words. When the Captain said on leaving the office “we are mutually not bound,” I never said I should give the ship 800 tons of sugar and the rest in light freight. Nothing was said about the survey report on the first day. I was looking over Mr. Bernhard whilst he was writing out the memo; I only saw part; there is a great deal going on in an office like mine.

A charter party is never binding on a merchant unless the cargo is insurable. There might soon be a criminal prosecution for defrauding the underwriters. (Charter of *Moss Glen* put in, in which the clause about survey report being required was struck out.) Witness said it was a charter made by Messrs. Melchers & Co., one of the youngest houses in the port.

The Attorney General said that house was one of the most liberal.

Continued.—Survey reports do not always state a vessel's carrying capacity. The object in having the carrying capacity guaranteed was to have a basis on which to calculate the freight. I knew the registered tonnage of the ship. I intended to load her with 830 tons of dead weight. If I put 700 tons sugar and the rest in cassia and light freight that would be about 800 tons as near as possible. I might have signed the memo if I had been present when the Captain signed it.

Mr. Hayllar took objection to questions being asked more than once.

His Lordship said the witness must be left in the hands of the examining counsel.

Examination proceeded with.—It is imperative that all insurance matters must be settled before a charter is binding. I have not seen one of the applications for insurance, nor the replies. Mr. Spitz made the application. The class of the vessel is not sufficient in case of loss to bind the underwriters. There must be a survey report before the cargo is put on board.

By His Lordship.—I loaded 700 tons of sugar I would make the other 130 tons of dead weight with cassia and other light freight.

Mr. N. Ede, the Secretary of the Union Insurance Society of Canton, was then called into the box. He said, that application was made to him for insurance on 830 tons of sugar.

By the A. G.—I refused because I did not consider her a desirable risk with 830 tons of sugar. It would depend on the quantity of sugar taken and the quantity of light freight. I should not be guided altogether by the Surveyor's report such as the class of the vessel, her age, the intended voyage, cargo and other matters which occur to one who is accustomed to it. I might not have insured 830 tons of sugar, even if free of particular average. I cannot say that my office in more particular than others; we are all about the same. I might have taken a risk on coal that would be free of average. I should have to give you a certain course of instruction to explain my reasons for not insuring any particular cargo. I think the matter over and arrive at a conclusion.

Captain Burnie was then called. He said.—I loaded 700 tons of the class of all the local insurance offices. I went on board the *Moss Glen* at Mr. Pustau's request. I understood from the Captain that she was to be loaded with sugar and measurement cargo, and I concluded that 18 ft. 3 in. was a reasonable load line for that cargo. I consider that would allow her to take about 400 tons of sugar, and the rest measurement goods.

By the Attorney General.—I gave the *Moss Glen* a certificate in March last that she was good. She had been repaired and re-metalled. She would be a good risk now with 400 tons of sugar and the rest measurement goods. If you put 830 tons of sugar into her, she might never be heard of again, and even if she got home safe they might pump up half the sugar, and the insurance offices would have to pay. If free of particular average I would not consider her a good risk. She could carry 830 tons of coal; it is not so heavy as sugar, sugar lies dead in the ship. You could fill her with coal and she might float, but not so with sugar, sugar is heavier than sand; 400 tons of sugar would be a fair proportion at this season of the year for a vessel loading general cargo. I reported the ship to the insurance offices the same as I did last March. I reported her a good risk. I may have mentioned the draught of water to Mr. Ede, but not to the other offices. If she carried 830 tons of coal she could carry 830 tons measurement. If she carried 400 tons of sugar she would be full with 230 tons more of light freight. It is usual for vessels that carry sugar for the quantity of sugar to be mentioned. You can generally tell a vessel's carrying capacity by her registered tonnage and the quantity of ballast she took. “General lawful merchandise” is rather a vague way of putting it.

By Mr. Hayllar.—I should understand by the words “carrying capacity 830 tons dead weight guaranteed” that the vessel was to carry 830 tons dead weight. Sugar requires a very good vessel.

By His Lordship.—Carries as much as she can.

Continued.—I have been told that the *Moss Glen* was to be loaded with 830 tons of sugar.

By the Attorney General.—I have been told that the *Moss Glen* was to be loaded with 830 tons of sugar.

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To Let.

TO LET.
THE DWELLING HOUSE NO. 6,
Mosque Terrace,
THREE OFFICES, in Club Chambers,
THE BUNGALOW, No. 24, Gage Street.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, July 12, 1878.

TO LET.

IN the Houses on MARINE LOT 65,
formerly known as the Blue Houses,
situate on Praya East—

HOUSE No. 2, Praya East. The base-
ment, together with First
Floor, or separate, if de-
sired, with possession on
the 1st July.

HOUSE No. 3, Praya East. The whole
House or in Flats, with
possession on the 1st of
August.

As also,

The DWELLING HOUSE to the Eastward
of Pier at Wanchai. May be had as an
entire Dwelling or in Apartments of two
or three Rooms to suit convenience, with
immediate possession. Fine spacious Ver-
andah looking on to Harbour.

TO LET.

FIRST CLASS GRANITE GODOWNS,
attached to Blue Houses at Wanchai;
MARINE LOT 66.

For particulars, apply to
MEYER & Co.
Hongkong, June 21, 1878.

TO LET.

HOUSE No. 9, Queen's Road Central,
with Godowns attached.
Houses No. 2, and 9, Seymour Terrace.

DAVID SASOON, SONS & Co.
Hongkong, January 4, 1878.

Mails.

STEAM FOR

Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London direct,
Also;

Bombay, Madras, Calcutta, and
Australia.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
ZAMBESI, Captain A. SIMON, will
leave this on SATURDAY, the 27th July,
at Noon.

For further particulars, apply to
A. LIND, Superintendent,
Hongkong, July 16, 1878.

jy/27

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;

ALSO,
BOMBAY, MAHAD, ST. DENIS, AND
PORT LOUIS.

ON SATURDAY, the 3rd August,
1878, at Noon, the Company's S. S.
A. N. D. Y. R., Commandant MOREAU,
with MAILED, PASSENGERS, SPECIE,
and CARGO, will leave this Port for
the above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for
the principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until
4 p.m., Specie and Parcels until 3 p.m.
on the 2nd August, 1878. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

H. DU POUEY,
Agent.

Hongkong, July 22, 1878.

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Occidental & Oriental Steam-
ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be de-
rived for San Francisco via Yokohama, on TUESDAY, the 6th August, at
8 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 6th August. PARCEL
PACKAGES will be received at the Offices
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A REDUCTION is made on Rates of
Freight & Tare.

For further information as to Freight
or Passage, apply to the Agents of the
Company, No. 37, Queen's Road Central.

G. E. EMORY, Agent.

Hongkong, July 17, 1878.

Intimations.

THE EQUITABLE LIFE ASSURANCE
SOCIETY OF THE
UNITED STATES.

HENRY B. HYDE, President.
J. W. ALEXANDER, Vice-President.
SAMUEL BORROWE, Secretary.
A. A. HAYES, Jr., General Manager, for
China and Japan.

PRINCIPAL OFFICE,

120, BROADWAY, NEW YORK.

Assets \$31,700,000
Surplus \$5,500,000

THE Undersigned having been appointed
Agents in Hongkong, China, for the
above Company, are prepared to Accept
Risks at greatly reduced rates, and upon
terms very favourable to the assured.

For full information and particulars,
apply to,

OLYPHANT & Co.,

Agents,

Hongkong, January 21, 1878.

W. B. BALL,
CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' SUNDRIES, TOILET
REQUISITES, PATENT MEDIC-
CINES AND PERFUMES.

Prescriptions Dispensed with Carefulness,
and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf,

Hongkong, July 18, 1878.

IMPERIAL MARITIME CUSTOMS.

CONTRACT FOR THE SUPPLY OF LIGHT-
HOUSE OIL.

SEALED TENDERS will be received
at this Office till July 31st next, for
the Supply of 5000 Gallons VEGETABLE
OIL for use at the LIGHTHOUSES in
the Southern Division of China, for the
Year 1878. Printed forms of Tender for
each of the 3 following kinds of Oil can be
had at this Office on application, viz:

1ST TEA-NUT OIL

2ND PEA-NUT OIL

3RD RAPE-SHEED OIL

The Oil is to be perfectly pure and un-
mixed, of the best quality and color, and
quite free from all impurities and sedi-
ment, and is to be delivered at the Customs
Godowns at Amoy in the following quan-
tities, viz:

1000 Gallons on or before 1st November next.

1500 " " 1st December

2500 " " 1st March, 1878.

The Oil as it is delivered will be measured
at the Custom House and the Imperial
gallons will be taken to weigh 1 pail, and
each Tender must be accompanied by a
sample in a clear glass bottle of not less
quantity than half a pint.

No Tender will be accepted on any other
form than those issued from this Office.
The Covers to be headed "Tender for
Light-house Oil."

The Commissioner does not pledge him-
self to accept the lowest or any Tender.

R. B. MOORHEAD,

Commissioner of Customs.

CUSTOM HOUSE,
Amoy, 16th June, 1878.

INSURANCES.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1800.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong
for the above Company, are prepared to grant
Policies against FIRE, to the extent of
£10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,

Agents.

Hongkong, July 6, 1878.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against FIRE, to the extent of
£50,000 on Buildings, or on Goods stored
therin, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,

Agents.

Hongkong, January 1, 1878.

THE SCOTTISH IMPERIAL INSUR-
ANCE COMPANY.

THE Undersigned having been appointed
Agent in Hongkong for the above
named Company, is prepared to Grant
Policies against FIRE on Buildings and
on Goods to the extent of \$10,000, at the
usual Rates, subject to an immediate
Discount of 20 per cent.

Attention is invited to a considerable
reduction in Premium for Life Insurance in
China.

J. Y. VERNON SHAW,

Hongkong, June 1, 1878.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

GENOLES at all the Treaty Ports of
China and Japan; and at Singapore,
Saigon and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,

Secretary.

Hongkong, November 1, 1878.

Insurances.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Guilla of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to

ARNHOLD, KARBERG & Co.,

Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER

of

His Majesty King George The First,

A.D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.

Policies issued for sum not exceeding

£5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1878.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Undersigned have been appointed
Agents for the above Company at

Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

MANCHESTER FIRE ASSURANCE
COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors.

KWOK ACEHONG, Merchant.

PANG YIM, Merchant.

HO SAM, of Hop Yik Chan, Merchant.

LOO YEE, of the Yee On Hong, Merchant.

LEE SING, of Lee Hing Firm, Merchant.

CHEUNG SING YEONG, Merchant.

CHOW CHAN, Merchant.

JOHN PEARCE, Merchant.

JOHN PEARCE, Merchant.

JOHN PEARCE, Merchant.

JOHN PEARCE, Merchant.